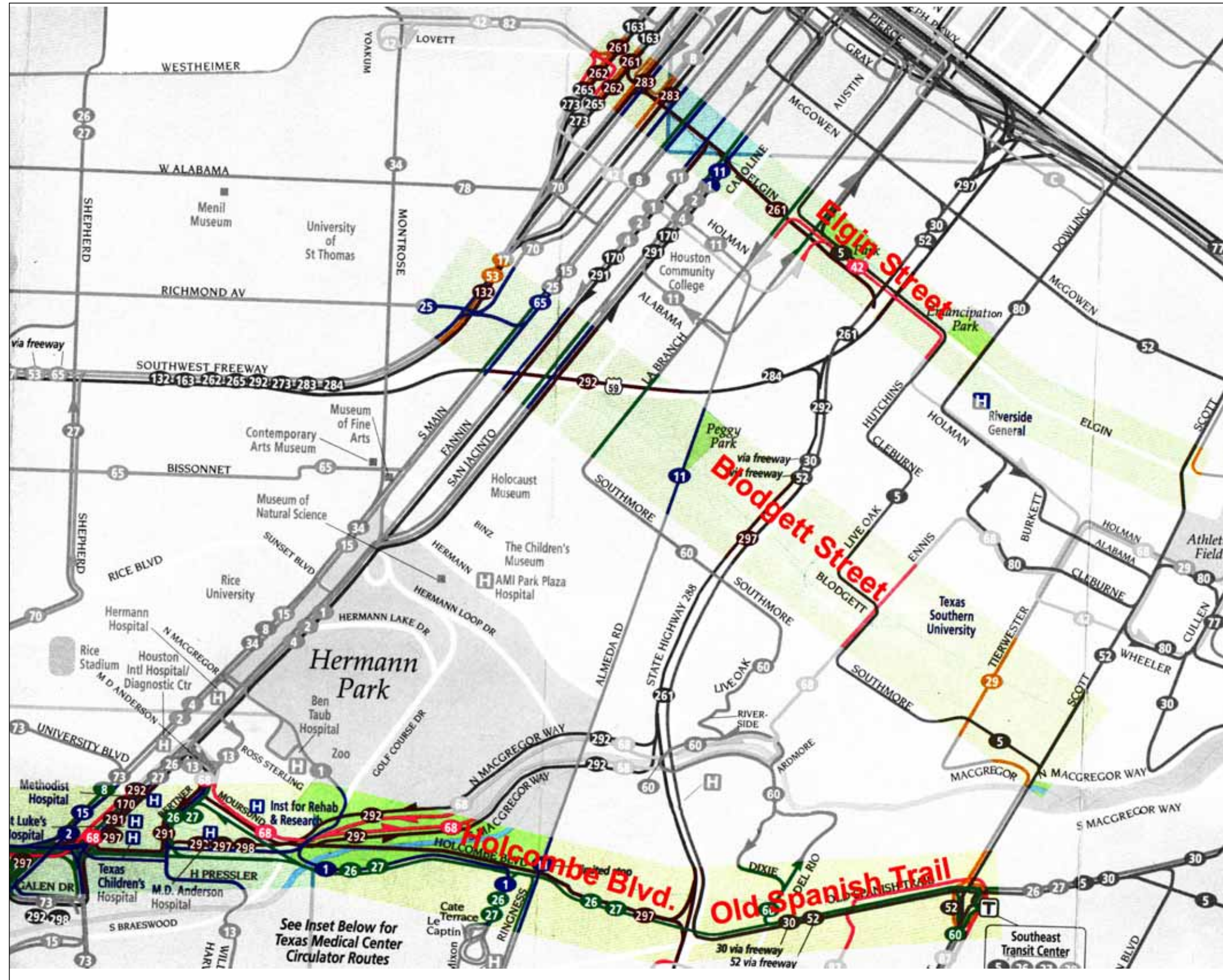


### 3.1 Overview

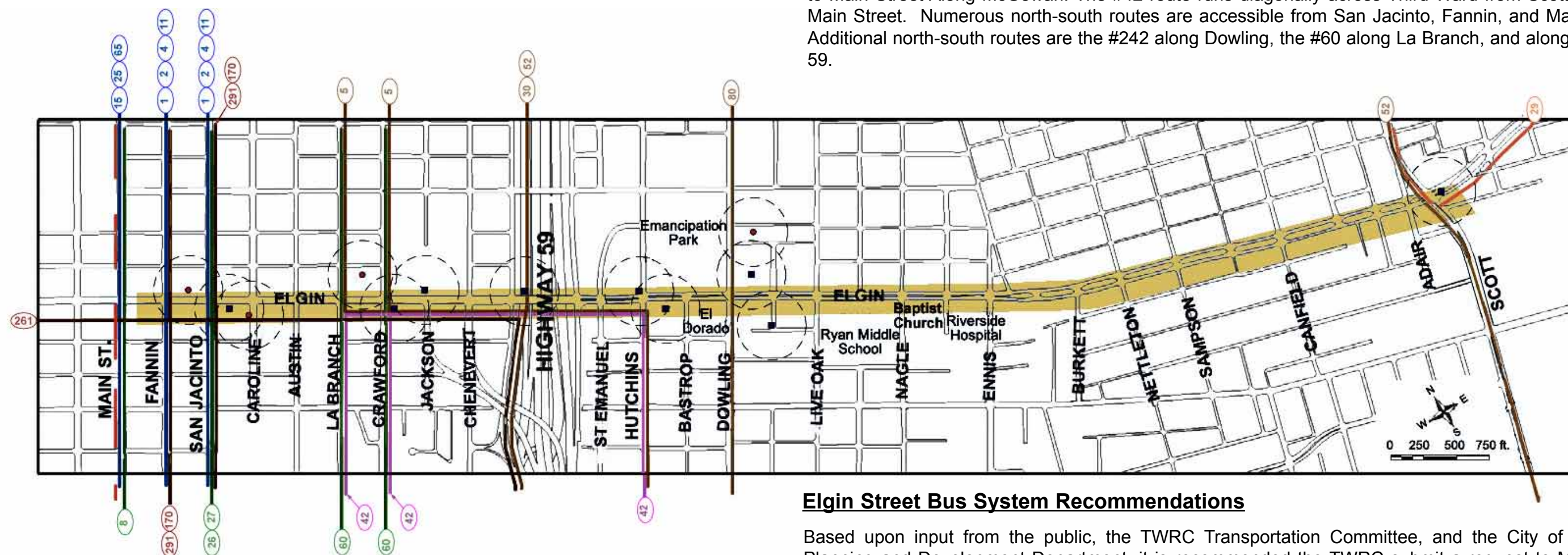
As previously stated within these guidelines, this report is not a transportation study nor does it make any recommendations with regards to the appropriateness of land use types and mixes. The observations made with concern to the existing METRO Bus system through each of the corridors is based upon a review of the existing system plans as it relates to promoting east-west connectivity of Third Ward to Main Street. Other factors considered were the comments made by residents, business owners, and other participants during the seven(7) public meetings that were held during the public input phase of the project. The nature of the comments centered on existing, or lack thereof, east-west bus routes, the frequency of those routes, the condition or quality of bus shelters and facilities, and the condition and quality of sidewalks and other right-of-way enhancements encountered along the way to each bus stop facility.





### 3.2 Elgin Street Current Bus System Analysis

Currently there is not a direct east-west bus route between Scott and Main along Elgin Street. The #261, #5, and #42 routes provide east-west access from Hutchins (one block east of Highway 59) to Scott Street. The nearest direct east-west route is the #52 which runs along Scott Street before heading west to Main Street along McGowan. The #42 route runs diagonally across Third Ward from Scott Street to Main Street. Numerous north-south routes are accessible from San Jacinto, Fannin, and Main Street. Additional north-south routes are the #242 along Dowling, the #60 along La Branch, and along Highway 59.



### CURRENT METRO BUS SYSTEM MAP

#### LEGEND

- Bus Stop
- Bus Stop w/ Distance
- 500' Walking Distance
- - - Light Rail
- Study Area

### Elgin Street Bus System Recommendations

Based upon input from the public, the TWRC Transportation Committee, and the City of Houston Planning and Development Department, it is recommended the TWRC submit a request to METRO to study the feasibility of a direct east-west route along Elgin Street from Scott To Main. It is important to the livelihood of the neighborhood, which historically has a high number of transit dependent constituents, to have access to Main Street, and the future development along the Main Street Corridor. Notably, the area between Dowling, Scott, McGowan, and Holman appears to be underserved. There is also no bus service present from Live Oak to Scott Street along Elgin even though there is the presence of Riverside Hospital at Ennis.

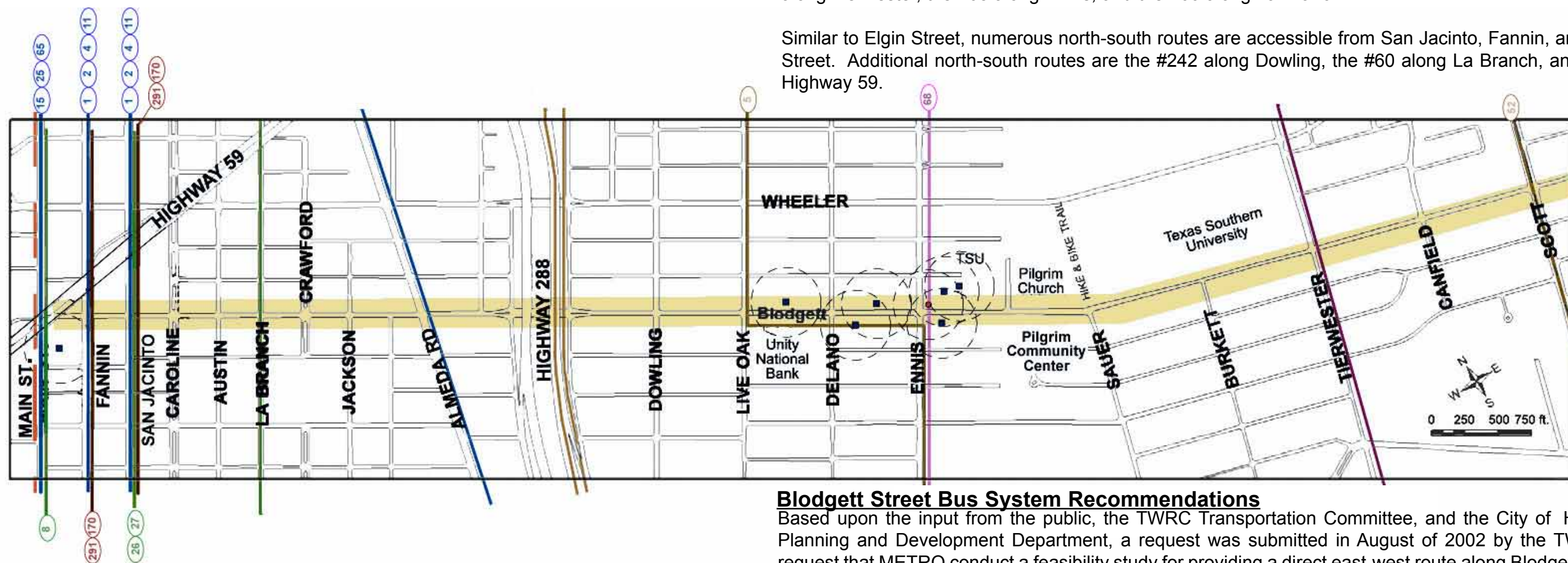
It is also consistent with the requirements of the Federal Highway Administration Grant that Elgin would be considered for direct bus service. Funding this project was a joint effort of the organizations noted above. In addition to the TWRC's recommended action, Elgin is being considered as a secondary bus route to serve a potential METRO advanced high capacity transit system ("AHCT") route. Although this may ultimately solve the neighborhood transit problems, the long-term nature of the AHCT (10-15 years), makes a shorter term transit solution imperative.



### 3.3 Blodgett Street Current Bus System Analysis

Currently there is not a direct east-west bus route between Scott and Main along Blodgett Street. The only route through Third Ward is the #5 route which runs from Southmore at Scott diagonally across Blodgett and then up to Highway 45. Several local routes run through central Third Ward, the #29 route along Tierwester, the #68 along Ennis, and the #60 along La Branch.

Similar to Elgin Street, numerous north-south routes are accessible from San Jacinto, Fannin, and Main Street. Additional north-south routes are the #242 along Dowling, the #60 along La Branch, and along Highway 59.



**CURRENT METRO BUS SYSTEM MAP**

#### LEGEND

- Bus Stop
- Bus Stop w/ Distance
- 500' Walking Distance
- Light Rail
- Study Area

### Blodgett Street Bus System Recommendations

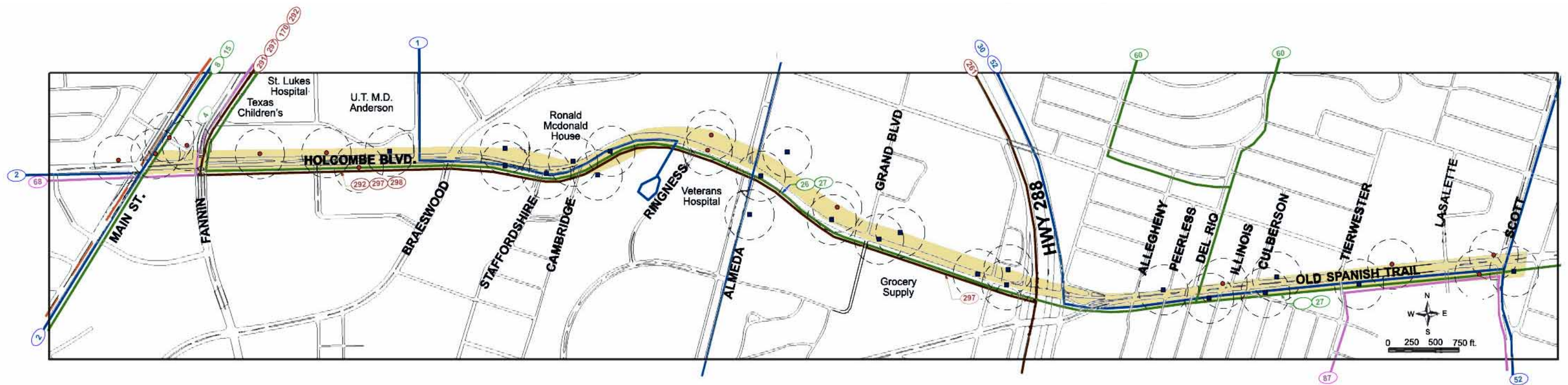
Based upon the input from the public, the TWRC Transportation Committee, and the City of Houston Planning and Development Department, a request was submitted in August of 2002 by the TWRC to request that METRO conduct a feasibility study for providing a direct east-west route along Blodgett Street from Scott To Main. This neighborhood has historically had a high number of transit dependent constituents, and thus having access to Main Street, and the future development along the Main Street Corridor is imperative. A significant transportation consideration for Blodgett is the impact of METRO's Wheeler/Blodgett Light Rail Station west of Fannin, just outside of the corridor study area. The interface of light rail, bus, and pedestrian traffic in a safe and efficient way will be important in this area. The City, in conjunction with METRO, will need to develop a solution that allows for pedestrian circulation across Blodgett Street, potentially along the southern edge of Blodgett between San Jacinto and Fannin because of the development in this block. Additionally, appropriate traffic signalization and pedestrian signage will be needed at the intersections of San Jacinto and Fannin.

Blodgett is additionally being considered as a secondary bus route to serve a potential advanced high capacity transit system ("AHCT") route. Although this may ultimately solve the neighborhood transit problems, the long-term nature of the AHCT (10-15 years), makes a shorter term transit solution imperative. The TWRC needs to continue to pressure METRO for a near term solution to the transit needs of the Blodgett Street constituents.

**3.4 Holcombe/Old Spanish Trail Current Bus System Analysis**

Currently, the #26, and #27 provide direct access between Scott and Main along Holcombe/Old Spanish Trail. In addition, the #30, and #52 routes provide access between Scott and Highway 288.

Notable north-south routes are the #261 that runs along Highway 288, and the #60 route which traverses a portion of Old Spanish Trail before heading north along Del Rio. Numerous local routes are accessible in the medical center area along Holcombe near Main Street and further along North and South MacGregor Way.

**CURRENT METRO BUS SYSTEM MAP****LEGEND**

- Bus Stop
- Bus Stop w/ Distance
- 500' Walking Distance
- - - Light Rail
- Study Area

**Holcombe/Old Spanish Trail Bus System Recommendations**

Based upon the review of the current METRO systems plan and comments from the public meetings, it appears the Holcombe/Old Spanish Trail corridor is adequately served by the mass transit system. Further route enhancements are likely since this corridor is being considered as a primary route for the potential advanced high capacity transit system ("AHCT"). Although this may ultimately improve the transit system opportunities, the long-term nature of the AHCT (10-15 years), has little effect on the near term transit system.

One item requiring attention in the near term is the location of bus stops and their frequency. It was noted by residents at several points during the public meetings that the frequency of the bus stops was inadequate and that the quality of the facilities were inadequate.



**3.5 GENERAL TRANSIT FACILITY RECOMMENDATIONS**

1. Transit stops should be easily accessible.
2. METRO should be requested to provide a modification of their Midtown bus shelter design for the Third Ward Area.
3. Interlocking clay brick pavers should be used to highlight the bus shelters.
4. Bus shelter landscaping should be supplemented to provide additional shading.
5. Additional seating areas and benches should be provided as well.
6. Bicycle facilities should be located nearby.
7. Area directional signage should be built into the bus shelters or provided with nearby stand-alone signage.

